

HAWAIIAN GAZETTE

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TUESDAY : : : : : FEBRUARY 1

CLEVELAND AND SHIP SUBSIDY.

The unfortunate predicament of the Hamburg-American ship Cleveland is a direct result of the failure of the American people to support an American merchant marine, says the San Francisco Chronicle, taking advantage of the case to urge ship subsidy.

Continuing, the Chronicle says: This ship is just now an excursion steamer with a load of passengers from New York who are traveling around the world, and will return to New York. If the ship were returning to New York, there would be no trouble, but, unfortunately, the last leg of the journey is by rail from this port. The ship will, therefore, have carried passengers from one American port to another and be subject to a fine of \$200 per passenger, amounting, it is said, to \$132,000. It is under contract with its passengers to return them to New York by this route, and is in "a fix." It can get out of it, if the passengers do not kick too vigorously, by taking them to British Columbia and thence by a northern route to New York, for such as accept that solution, and a ticket by rail to this city for those who insist. An alternative is a compromise with the treasury department, by which its fine shall be reduced to a nominal amount, in regard to which negotiations are now pending.

Nobody desires to see the ship penalized or the passengers inconvenienced, as the result of an enterprise undertaken in good faith. It would not prevent similar excursions in the future by foreign ships, but merely divert the return port from this city to a British Columbian or Mexican port, with the Canadian or Mexican railroads having the first call on the return trip to New York. The public would gain nothing except the penalty in this particular case. And yet the law is there. It will be violated if the passengers are landed here, and the laws ought to be enforced.

If the American people would consistently apply the protective principle to all industries which deserve protection, there would be American ships afloat, to compete for such business, which is a growing one, and likely to greatly increase. As our laws stand now, we virtually prohibit American vessels from engaging in this traffic and penalize foreign ships which attempt to supply the demand. Modern economic science recognizes that there is no national asset more valuable than control of its own seaborne traffic—and as much more as it can get—and it would be inconceivable if it were not so plainly manifest that a nation so well situated as we for sea traffic, and once having possessed a great fleet of ships in all oceans, should permit its merchant marine to be almost entirely driven from the high seas for lack of the same measure of protection which it grants to all other industries.

NOTRE DAME.

The world will mourn with Paris if the floods of the past few days have destroyed what the centuries have seen built up, the historic buildings that rise above the Parisian horizon. Many of those stately structures belong to the world. The majority of them are familiar, through illustrated and printed description, to the many millions who never have and never will see them in their actuality. Principal among these is the Cathedral of Notre Dame, over eight hundred years old, built by the Duke of Burgundy in expiation for the sin of murdering the Duke of Orleans.

There are many descriptions available of this grand, historic old pile, but Mark Twain, who painted the glories of Hawaii in telling phrases, has, in a few short words, given a word picture of his impressions of Notre Dame that convey better what that old edifice means to the world than many a more poetic description.

"We went to see the Cathedral of Notre Dame," he says, in his "Innocents Abroad." "We recognized the brown old Gothic pile in a moment; it was like the pictures. We stood at a little distance and changed from one point of observation to another, and gazed long at its lofty square tower and its rich front, clustered thick with stony, mutilated saints, who had been looking calmly down from their perches for ages. The Patriarch of Jerusalem stood under them in the old days of chivalry and romance, and preached the crusade, more than six hundred years ago; and since that day they have stood there and looked quietly down upon the most thrilling scenes, the grandest pageants, the most extraordinary spectacles that have grieved or delighted Paris. These battered and broken-nosed fellows saw many a cavalcade of mail-clad knights come marching home from the Holy Land; they heard the bells above them toll the signal for the St. Bartholomew's massacre, and they saw the slaughter that followed; later, they saw the Reign of Terror, the carnage of the Revolution, the overthrow of a king, the coronation of two Napoleons, the christening of the young prince that lords it over a regiment of servants in the Tuileries today (1867), and they may possibly stand there until they see the Napoleon dynasty swept away and the banners of a great republic floating above its ruins. They say a pagan temple stood where Notre Dame now stands, in the old Roman days, eighteen or twenty centuries ago, and that a Christian church took its place about A. D. 30; another took the place of that in A. D. 500; and that the foundation of the present cathedral was laid in A. D. 1100."

UNJUST DISCRIMINATION.

Today, the German steamship Cleveland will land six hundred and fifty passengers at the American port of San Francisco, and will pay for the privilege the same amount as was paid by the Japanese liner Tenyo Maru when she landed five American passengers at that port some months ago. In both instances the coastwise shipping law is broken, but the Cleveland brought her six hundred odd passengers from the American port of New York, and the Tenyo Maru brought hers from the American port of Honolulu.

Where is the justice to Honolulu in this?

Why are passengers from the American port of New York given a preference by the American government officials over the passengers from the American port of Honolulu?

We are being told day in and day out that Hawaii should ask for no special privileges from congress. Are we, however, to be content to remain silent when special privileges are given to other ports to our disadvantage?

As a matter of fact, does not congress give special privileges to many sections of the country? On what other basis is the tariff constructed?

We believe that under the circumstances the Cleveland should be allowed to land her passengers at San Francisco without any penalty whatever attached, but we object to being so plainly discriminated against in the matter for the benefit of San Francisco. That port is acting selfishly in its opposition to the temporary suspension of the coastwise law. It would inconvenience Honolulu and hamper our growth simply because a portion of Honolulu's business might, under suspension of the law, follow the trade that would arise between this port and those of the Sound through the tourist traffic created by the use of the Canadian-bound liners.

San Francisco now gets all the passenger trade from Honolulu. That city gets the great bulk of the Hawaiian foreign business. Yet, her people and her press oppose what can not injure them and would immensely benefit us.

COASTWISE SUSPENSION.

The decision of the Delegate and his adviser not to press the question of the temporary suspension of the coastwise law, as almost unanimously desired here, is regrettable. It is more than that. It is folly. Delegate Kubio and Mr. McEllen are on the ground and in a position to know what they are doing, but, in view of recent happenings, any hanging back at this time is throwing opportunity away.

An idea exists that McEllen is growing too cautious regarding coastwise suspension. The tenor of some of the letters received here from him lead to the belief that he is growing out of touch with the community on the subject, and that he has transferred a part of this to the Delegate.

It may be that since the Washington letter, published in this issue, was written, there has been another change of opinion, and the opportunity afforded by the Cleveland incident may be grasped. At any rate, no time should be lost in informing the Delegate and Mr. McEllen that Honolulu has had no change of heart; that this community sees no relief in the proposed ship subsidy law, and that the matter of the temporary suspension of the coastwise law is expected to be attended to.

LEND A HAND.

The people of Honolulu have it in their power to make the Floral Parade of 1910 the greatest fete of the kind ever held here, and it is to be hoped that they will put their shoulders to the wheel and do so. Never in the past was any Floral Parade touted as has been this one, and it is earnestly to be hoped that the folk of Honolulu will not fail to give the support necessary to make the parade the great success that visitors have a right to expect.

The present outlook is highly encouraging, but there must be something more tangible than outlook for those in charge of the parade to go on, and every person in a position to do so should enter some sort of a vehicle.

Already the Honolulu Floral Parade is becoming known throughout the world as a fete of the class of the Carnival of Venice, the Mardi Gras of New Orleans, the Tournament of Roses of Pasadena, and La Fiesta de las Flores of Los Angeles. Many persons have timed their visits so as to be here on Washington's birthday, and Honolulu folk should take pains to make sure that they do not feel disappointed after the parade is over.

With the birth of the new Honolulu, the Pacific Ocean metropolis which promises within a very few years to eclipse some of the large cities of the Coast, it becomes essential that any fete as widely advertised as the Floral Parade should fulfill the expectations which tourists have formed from reading the advance literature.

Director Harold Dillingham has entered into the arduous work of arranging for the parade with a vim which augurs well for the success of the venture. But no man, energetic and competent though he be, can put through such a great undertaking without the backing of the entire community.

Let everyone do his share. Let the man with an automobile expend a few dollars in decorations and then turn out and take his place in the parade. Let the man with a horse and surrey, the lad with a bicycle, and the boy with a goat cart turn-to. There is room for all in the line. The modest bicycle is just as much a part of the parade as is the \$5000 motor car. Don't refrain from entering the parade because you think that your modest entry will be eclipsed by that of some one else. Turn-to and help.

If the man who stays out of the parade because he "can not spare the time to decorate his car" would only consider that it is not the Floral Parade director, nor the promotion committee, nor any other individual or hui that he is slighting, but that by helping make the parade a success, he is doing yeoman service for Honolulu, he would doubtless find some way to secure the time necessary to appear with his entry.

The Floral Parade is not a mercenary affair. Its director serves without pay and gives his time simply to help Honolulu maintain her good name for hospitality to visitors. The parade which started as a modest pageant is now an established institution. No one would willingly see the Floral Parade be discontinued, yet every person who, being able, fails to make entry is knocking a prop out from beneath the institution which has been built up at the cost of so much labor.

Turn-to, give the parade people a hand, and make your entries. Honolulu does not do things by halves, and the Floral Parade should achieve fame as the greatest of all the great carnivals which the world boasts.

NO DISCRIMINATION?

Though the acting secretary of the treasury has solemnly assured the public that his department had no intention of discriminating against Hawaii, there are those who might possibly believe that allowing the six hundred tourists on the Cleveland to land at the Bay City by paying a nominal fine while refusing them a like privilege here could be classed as discrimination. No doubt San Francisco would have raised a howl that would have brought down the roof about somebody's ears had the tourists been sent to Vancouver. Therefore—

Hawaii does not ask for the abolition of the coastwise law, she does not ask for the total or perpetual suspension, she only asks that her citizens be accorded the privilege of traveling to the mainland by any ship which may be at hand until such time as ship subsidy or some other agency shall have enabled the American merchant marine to grow to a size where it can handle the passenger traffic on the Pacific with reasonable facility.

PROHIBITION ARGUMENTS.

One of the main arguments being advanced by the local prohibitionists in their letter campaign and lobby with Washington on the Hawaii prohibition bill, an argument advanced against the home rule defense of present conditions, is in a review of liquor legislation here during the past five years. It is being pointed out that during the campaign of 1906, "booze, beer, and buncombe" were used as campaign material by one of the parties, and that the temperance people had to fight strenuously to defeat the main upholders of that style of campaigning. It is being pointed out that the avowedly good liquor law of the present was in danger of repeal at the last legislature, and that a law which would throw the liquor business into politics was fought for and nearly carried by the liquor ring in the legislature.

These things are advanced to show that the present state of the liquor traffic here was not arrived at until after a strenuous fight, and that it may be upset at the next session of the legislature.

GOVERNMENT BY COMMISSION.

The people of Honolulu do not want government by commission. Of course they don't, but some of them might show it in more ways than to simply talk against the idea. Actions speak louder than words, in a case of this kind. One thing is certain. Uncle Sam is not going to put millions in money and thousands of men in and around Honolulu and allow the government to remain in incompetent hands. Among those eligible for elective office in this community are many in whose hands any officials could trust the reins of local government, but in too many instances these have not been the ones selected to hold the reins. This is too important a place in a military and naval way, and too insignificant in a political way, to be governed as it has been, and should Washington decide to handle the administration of Hawaiian affairs by means of an appointed commission, no question of sentiment would be allowed to stand in the way.

SHIP SUBSIDY.

It is proposed by the Humphrey bill to pay a sum estimated at more than \$600,000 a year for a line of steamers from the Pacific Coast via Hawaii to Australasia, says the Philadelphia Record. How much this service is needed by our commerce may be guessed from a few facts regarding the existing traffic between New York and New Zealand, which is only a small part of Australasia. Three companies despatched from New York to New Zealand forty-six steamers in 1907 and fifty-one in 1908, making nearly one sailing a week, and the average weekly cargo was 7500 tons. The value of our exports to New Zealand in ten months of 1909 exceeded \$4,000,000, and in the same part of 1908 it exceeded \$5,000,000.

HOW IS THIS?

For gratuitous misinformation the following from the Chicago Tribune deserves the highest award:

In the suite of the former Queen were her son, Prince Kalaniana'ole, and his wife; Col. Samuel Parker, U. S. A., retired; Ernest Parker, Mrs. J. P. Woods; Miss Clara Low, J. K. Aoa, secretary of the board of supervisors of the County of Honolulu; Mrs. Minnie Aldrich, and J. D. Aimoku.

The Territory of Hawaii has no law making the slaughter of sea birds an offense. Perching birds are protected and Hawaiian geese are tabu for the shooter, but all sea birds appear to be left to the tender mercy of the world. Captain Niblack was only able to "warn" the poachers he found a few years ago on Midway, because there was no federal reservation there at the time. If there are bird killers on Johnston Island, a warning will be about the limit they will receive, if caught.

A report was published in Kilauea, a Hilo Democratic paper, to the effect that the Rev. Stephen Decha nearly came to blows with a Honolulu Republican regarding the matter of the appointment of an assistant secretary for the central committee. Needless to say, the Kilauea announced that the report was a "wireless" message from Honolulu. The wireless is credited with some funny things at times. There is not a word of truth in the report.

The O. R. & L. Company is meeting the increased demands upon their system as fast as they arise. The company officials are proving as energetic as they are thorough, and their efforts to meet changing conditions should receive the hearty commendation of the business community of Honolulu as well as that of the officers and men at Leihoku.

PACIFIC FLEET IN HARBOR AGAIN

(Continued from Page One.)

erton in company with the Tennessee. Two cases of variola, or mild smallpox, broke out recently and when it was seen that it was really smallpox the commander-in-chief decided to send the vessel in ahead of the remainder of the fleet.

At four o'clock the Tennessee, in the van of the cruisers, arrived off port. The other vessel steamed up in single column formation and took positions outside while the Tennessee steamed up the channel. As she arrived opposite the Myrtle-bathhouse the naval station battery fired a salute of thirteen guns which was returned gun for gun by the flagship. The vessel came slowly into the harbor. On the end of the wharf a company of marines from Camp Very was drawn up, and as they presented arms the drums were ruffled and the Hawaiian band played several inspiring airs. The ship had little room in which to maneuver inside the slip, owing to loaded coal barges being on one side. While making fast at the bow the stem swung around and struck the stem of the U. S. lightship tender Kukui, crushing in the rail and breaking the flagstaff.

Slight Mishap.

The Maryland came in and started to go into the slip on the opposite side, but she became unmanageable and her bow swung with force against the side of the wharf, breaking the new side timbers and stringers. She was finally brought alongside without further mishap.

Two cruisers took positions on either side of the Alakea wharf.

Transfer Flag Saturday.

On Saturday Admiral Seebree will transfer his flag from the Tennessee to the California, and will make his home aboard that vessel until he hauls his flag down for the last time on February 19 in San Francisco bay.

Captain Benson, chief of staff, stated last evening that on the cruise from Yokohama here there had been no accidents. Considerable time was spent in towing vessels, being a part of the scheduled maneuvers. The towing was quite satisfactory. The Washington towed the Pennsylvania at a rate of six and six-tenths knots per hour, the engines of the latter cruiser not moving at the time. The Maryland was towed for about three days. Her engines are in need of extensive repairs while here. In fact there are many repairs to be made to about all the vessels, but there are no serious defects in any machinery in the fleet. The fleet engineer, Lieutenant-Commander Clark, visited each one of the cruisers, while en route from Yokohama, being transferred by small boats.

Swift Pace From Here.

The cruisers will hit a good pace after leaving Honolulu, the orders being to maintain at least sixteen knots per hour. This will send the fleet along at a faster rate than the liners generally make. It will be the last burst of speed which the fleet, in its entirety, is expected to make before the cruise comes to a close.

The only change among the captains was on the Colorado. Captain Moore was taken ill at Manila and was relieved by Captain V. S. Nelson.

Midshipman Austin's Case.

Midshipman Austin of the South Dakota, who married Miss Mayme Wadman, the day before the fleet sailed from here last fall, and who, according to dispatches from Washington, was dismissed from the navy for violating the executive order prohibiting midshipmen from marrying, is still on duty aboard the South Dakota. Captain Benson stated yesterday that the commander-in-chief had not received official notification of the dismissal, and until such had reached him, he could not say what the midshipman's fate would be.

The matter may be reopened with Admiral Seebree by those interested, on the ground that the captain and other officers of the South Dakota not only knew of the approaching marriage of the midshipman, but that after having been invited they sent regrets saying they could not be present at the ceremony owing to official duties on board preventing. The marriage took place, there being two, one at the Roman Catholic cathedral and the other at the home of the Wadmans. The next day the midshipman sailed with his cruiser. Then came the order for his dismissal.

QUEEN AND PARTY SEEN IN NEW YORK

New York Herald.—A woman and three men, all four of a race visibly alien to ours, sat and dined last Thursday night inconspicuously in the main dining room of the Hotel Knickerbocker. The woman was seventy years old, but seemed much younger. She had sat upon a throne, and it had been taken from her. The righteousness or unrighteousness of her cause had at that time shaken the senate of her own country and of the United States. Seventeen years ago she was one of the most conspicuous women in the world. The woman who sat dining in a New York hotel was Queen Liliuokalani, who was deposed from the throne of Hawaii in 1893, and it is perhaps typical of New York today that her presence in the dining room of the Knickerbocker excited only a moderate interest, and that interest languid.

In stature Queen Liliuokalani is of middle height. She speaks several languages and is highly educated. She is a woman of only moderate wealth as wealth is reckoned in these days, but her income is sufficient to enable her to travel widely, which she does incessantly, and to maintain three residences in Hawaii and a villa outside of Paris. Her strained relations with the people of Hawaii were adjusted some years since, and she now lives in Honolulu a great part of her time and mingle in society there. She has visited the United States four times.

When she visited the Hotel Knickerbocker last Thursday she arrived in a taxicab and went away in a taxicab. Three of her own race were with her, and it was said after they left that they had gone to a theater.

ACCREDITED WITH ANOTHER MURDER

Gallows Rise in Rear of Negro Indicted for Murder of Puu-
loa Watchman.

CRIME EIGHT YEARS OLD.

Mysterious Case, Unknown to the Present Police Officials, Charged to Grace.

Is Anderson Grace, under indictment by the federal grand jury for the murder of Watchman Mahu at Puuloa, to be found guilty of a similar crime, committed eight years ago? Since his arrest several days ago by Chief McDuffie and the federal authorities, incidents have come to the attention of the police that have led them to believe that the negro can be connected with a murder now almost forgotten, and, in fact, unknown to any of the present police officials.

The prominence given to Grace's name by his supposed complicity in the death of Mahu has started certain tongues wagging, with the result that McDuffie has obtained a hint that will lead to this second investigation.

McDuffie overheard two men, one of them a workman either in Fort Ruger or else on some construction work near Diamond Head, and the other a workman at Puuloa, discussing Grace's arrest, and one mentioned the fact that Grace was the man who killed a certain Chinaman eight years ago.

This little remark started the wheels of official investigation searching through the past history of the man who is already facing the gallows if the charge now against him is proven, and, should the evidence in the Mahu case prove insufficient, he has still this second and mysterious suspicion pointing at him, barring his way backward, so to speak, from the gallows toward which the evidence that has been secured in the later case has led him.

Since arrest he has made no admissions in any manner that the authorities may use against him. As yet the evidence in the Mahu case is purely circumstantial, although strong, and United States District Attorney Breckons, who is prosecuting him, is confident he can convict him.

BLUEJACKET RIDES HORSE ALMOST TO ITS DEATH

A saddle horse, ridden almost to death by a bluejacket, dropped in its tracks on King street near Alakea street last evening about eight o'clock. The bluejacket immediately went to the Club Stables, where he had hired the horse, and reported the matter. Mr. Bellina sent for Doctor Monsarrat, who attended the horse and applied restoratives; but when the animal was taken to the stables, it was found that its right shoulder was broken, and it was immediately shot. The horse had been run at its best gait, to Waikiki, around the racetrack several times, and into town, until it fell through sheer exhaustion.

Thirty passengers arrived by second cabin in the Siberia yesterday, most of whom are looking for work.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the curative properties of pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood, and is effective in Anemia, Debility, Lung Troubles, Influenza, and All Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It is a scientific remedy and a food with a delicious taste and flavor. One bottle convinces. Sold by chemists.